

THE WEEK IN MOTOR CIRCLES

—WITH TRADE AND OWNER—

WAY TO MORE MILE AGE FOR OWNERS AND THOUGHTFUL DRIVERS OF CARS

If tire users better understood the construction of inner tubes, and things which contribute to their wearing out, it would be easy, indeed, to secure more and better service. Spare tubes should not be carried in cardboard boxes as furnished from the dealers' shelves—there is danger of the tubes being chafed. Tube bags can be secured for this purpose.

If the car is equipped with smaller tires on the front wheels than on the rear, wheels an extra tube should be secured for each size.

The cross sections of inner tubes are made a little smaller than the normal air space inside of the cases. It is not advisable to use a 4 1/2-inch tube in a 4-inch case. This usually wrinkles and creases the rubber, with bad results. Do not use a 4-inch tube in a 4 1/2-inch case for any length of time. When this is done the rubber is required to stretch too much and the effect of heat and action due to displacement of air in the tire quickly wears up the nerve and life of the tube. If put into usage for which it is not designed the tube will not, as a usual thing, render efficient service. If it was practical to use one size of tube in another size of case, tire manufacturers could effect a big saving in equipment and furnish only a few sizes of tubes.

Lubrication is most important to preservation of the tube, but it is a matter that is given least attention. Practically all tire manufacturers coat the inside of cases with a white solution to prevent tubes from sticking to the adhesive "friction" of the fabric—a good lubricant, however, should also be used.

Don't overlook the importance of a tube with a properly equipped valve. Care in this respect will insure a proper anchor of tire to rim and eliminate much annoyance from tube being pinched near valve.

Pinching of an inner tube usually occurs from oversight or carelessness in application of tire to rim.

Illustration shows how the tube may be caught underneath bead of case. This may occur from putting too much

good. If a quantity of it be dumped into the case it will collect at one point, and during the hot weather will heat up to such an extent as to burn the rubber of the tube, making it very thin, brittle and lifeless; this can be recognized by the honey-combed appearance. Scapstone is the lubricant most used for tires and it is quite satisfactory, but not lasting; therefore a fresh supply should be put into the tires at least two or three times during the season. Powdered mica has proved a more durable lubricant than scapstone and quite as effective as graphite, as well as more pleasant to handle.

The lubricant should be dusted on the fabric all around the case, and on the inner tube.

It is essential that tubes be equipped with valves having the correct type of spreader. Most companies have, in the past, furnished tubes with specially equipped valves for clincher cases, another type for quick-detachable clincher cases, and still another type for straight-side cases. The clincher valve spreader will not properly lock the Q. D. clincher beads on a Q. D. clincher rim, nor the straight-side type of tire on a straight-side rim. The valve equipped with a straight-side spreader will lock the beads on a clincher rim or a Q. D. clincher rim, but on account of difference in width and shape may damage fabric of the case.

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PEKING WALL IS OF NO USE NOW

Built to Keep Invaders Out; Hupp Goes Up Barrier With Ease

A cablegram from Peking, China, from Charles Denby, vice-president of the Hupp Motor Car Corporation, announces the latest performance of the Huppmobile, which is "noted for its many feats all over the world."

To demonstrate the hill-climbing ability of the model "N" Huppmobile, Charles De Wette, representative of the Huppmobile agency at Peking, drove one of the cars up the Tartar City wall at Peking, carrying five passengers.

This is the first time an automobile has ever been driven to the top of the famous Chinese wall and it remained for an American car to be the first to accomplish the feat. Moving pictures were made of the performance of the Huppmobile going up the incline, used by the troops, to the summit of the wall, and several hundred spectators saw the performance.

De Wette in making this climb carried a distinguished list of passengers, which included the American minister to China, Paul S. Reinch; Col. Donald of the American Range; Charles Denby, former American consul-general at Shanghai, also vice-president of the Hupp Motor Car Corporation, and a Chinese journalist.

The climb up the Tartar City wall was made May 15, the cablegram having been received by President Drake at the Hupp factory of the successful attempt to make the wall. The Tartar City wall is the wall around the inner or Imperial City of Peking. It is higher and much more difficult to climb than the outer Peking wall. The Tartar City wall is 50 feet high and 60 feet wide at the base, tapering to 40 feet wide at the top.

RUSH 30 TRUCKS TO MEXICO DUTY ON SPECIAL CAR

Big Order Placed With Locomobile Co. By United States Government

An unusual order for trucks was placed last week with the Locomobile Company of America by the United States government for a complete company of thirty three-ton Riker trucks. The order was the first that has been awarded for anything larger than a two-ton vehicle. The Locomobile Company was awarded this contract in competition.

The order was placed Monday morning and was filed by the Locomobile Company in every detail Tuesday afternoon. The trucks were loaded on a special train in the Erie railroad yards in Jersey City, and were shipped directly through to San Antonio, Texas. It is understood that these trucks will go into immediate service on the Mexican border.

Forty-one mechanics and drivers accompanied the trucks, on the special train consisting of engine, Pullman sleeper, diner and express cars.

This order follows a demonstration given by the Riker truck a few days ago, when this motor truck ran from Columbus, N. M., to El Paso, Texas, over the rails of the El Paso and Southwestern system. At this time the truck made the run of 85 miles, averaging a little better than 19 miles per hour. The truck carried 20 soldiers with their complete equipment, and on arrival at El Paso was derailed and driven up the main street to Gen. Scott's hotel, where the general inspected it and pronounced the test highly satisfactory. The truck left El Paso the same evening and made the return trip to Columbus, N. M., without incident.

The flanged rim device was invented and developed by A. L. Riker, vice-president and chief engineer of the Locomobile Company of America. Riker is chairman of the committee on internal combustion engines of the United States Automobile Association.

MOTOR HONKS By Otto Horne

Dr. Albert J. Desky, dentist of Lihue, Kauai, will leave July 1 for an extended visit to California and eastern points. He will be accompanied on the trip to California by his mother and son, Ellsworth. They will tour California in a Hudson "Super Six," which has been ordered to be ready for them on their arrival at San Francisco.

Dr. O. E. Wall, Honolulu dentist, will tour California in a Hudson "Super Six."

The Honolulu fire chief's Pope-Hartford car has been running on a Goodyear tire for over 8000 miles. This tire is still running and looks to be good for many months' wear.

For Tightening Bearing Caps. In removing play from rod bearings by reducing shim thickness great care should be taken in getting each rod bearing to be as free as every other bearing. To make one bearing tight and the other rather free is to court trouble, for it will be found that in most cases of this sort a knock will occur.

Loose Spokes. Wooden wheels with loose spokes emit a squeaking sound, which is annoying. The sound is more distinct when the car is driven around a corner. Sometimes this looseness may be removed by replacing one or more spokes or by forcing small wooden wedges between the spokes at the hub. A wheelwright can do the work in a short time.

Oil Leakage. When oil from the differential housing makes its way to the brake drums the trouble usually can be traced to the use of too much oil in the housing. Clean, however, the felt washers at the end of the axle tubes become worn and allow the oil to pass.

Installing the Magneto. The removal of the ignition unit of a motor usually is a simple matter, but many owners hesitate because it is believed to be a difficult job to replace it. The work is not as hard as it may at first appear. With the ignition unit on the bench, proceed as follows to get No. 1 cylinder in firing position: Turn the motor over until the piston of that cylinder is on top center and both valves are closed, which condition will prevail after the compression stroke has been finished. With cylinder No. 1 ready to fire, it is only necessary to get the ignition unit ready to fire, and then slip it in position. The distributor cover should be removed and the arm turned around until it is in contact with segment No. 1 on the distributor board. By rocking the arm back and forth slightly and watching the interrupter points, one can see them opening and closing. The unit is ready for installation when the arm is on No. 1 segment and the point just about to separate.

LAUDS ROADS AS AID TO DEFENSE

Separate Highways for Freight and Passenger Traffic Predicted By A. A. Head

"Another 10 years will see national road systems covering every section of the country—the greatest practical step in the direction of preparedness that could be made," comments Dr. H. M. Rowe, the newly elected president of the American Automobile Association, from the Washington headquarters.

"In a decade we will begin to have separate roads for freight traffic and passenger traffic," predicts Dr. Rowe, "and the horse and mule will have practically disappeared. Our present highways will be greatly multiplied and largely increased in width and improved in quality. No other country on the face of the earth can make such good and profitable use of good roads as the United States of America. We will eventually excel in that as we do in many other things. There have been wonderful changes in all matters relating to transportation since the introduction of the motor car, but there are still greater things to come."

"But equal justice and fair treatment for the users of motor vehicles must continue to be sought for some time to come. Everything the motorists ask for, everything the A. A. A. and the clubs affiliated with it have worked for, has been based on these principles. We have worked for good roads for the reason that they are of equal economic benefit in the final analysis to all, and it is only just and right that the people of our country should have the advantage to which they are entitled."

"We have worked for unrestricted intercourse between the states through the use of motor cars, because that is a constitutional right that has been denied us. We have asked for equal taxation. That is another constitutional right that has been set aside, partly because we submitted to it willingly, I admit, but it is an injustice and constitutes unfair treatment just the same."

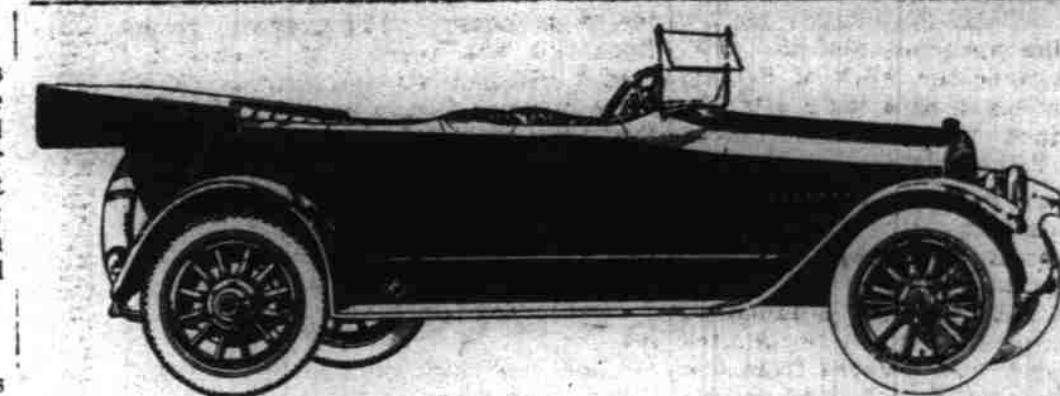
MATSONIA BRINGS STOCK OF NEWEST FIRESTONE TIRES

So great has been the demand for Firestone tires that Smoot & Steinhauser, Ltd., have found it difficult to meet requirements.

In an interview with Mr. Smoot he stated that Firestones are giving excellent service throughout the states, and they certainly have been proving their merits here in the territory as well, and of this the automobile community has begun to take notice.

"The longshoremen's strike caught us short-stocked, and one can't imagine how humiliating it is to tell a customer you haven't the tire he wants. However, the worry is over. We received by the Matsonia Wednesday night about 50 big crates of Firestones, so our stock is now way above normal and the customer is sure of getting good, fresh tires."

70 horsepower—Eight Cylinders Seven passenger Touring Car Aisleway between front seats 127-inch wheel base



CHALMERS OFFERS TRAINING CAMP EXPERIENCE TO THEIR EMPLOYEES

Addressing 600 members of the Chalmers Men's Club on May 15, Chalmers offered to pay full salaries of the first 50 employees of the company to enroll for the summer training camps held under the auspices of the United States government at Plattsburg and Fort Benjamin Harrison.

"Eventually I would like to have every man on our payroll undergo this course of military training," said Mr. Chalmers in announcing his offer. "Until we can place a plan in effect, however, whereby our factory routine will not be disorganized, we will have to limit the number of those attending this year's camps."

"I am heartily in favor of universal military service for every American youth, not alone because it will enhance his value to the government as

a soldier, but because it is the best possible training for the strenuous civil life of today. Initiative, self-reliance, a true spirit of democracy, and the ideals so necessary to the success in business of the average man are better taught in a military school than in any college in the land. If the manufacturers of this country will enter in an effort to give their employees the benefit of such a training, I am certain that the effect will be shown in superior efficiency in times of peace as well as war."

President Dittmer of Chalmers Men's Club has appointed a committee to enroll the first squad of recruits for the training camps. He reports that over 50 men have already applied for permission to take advantage of the 30 days' vacation in camp.

STREETS OF SIGNS

By G. L. McDermott, M. D.

There's a feeling that comes stealing through the creases of my brain, It's a blend of woe and worry and an 18-carat pain. For it tells about a city that's the fairest 'neath the flag, Where the Lord laid out a haven and the men built streets of slag.

I bought a choo-choo wagon and had pleasures great in view; I would roll in sweet contentment 'neath a sky of azure blue. But my dream is swiftly passing; my ambition seems to lag. For the tires were only rubber and the streets were mostly slag.

Then I thought about the taxes that I yearly had to pay, Of the hope I fondly cherished of a distant land away. Of the language I was using as I cursed each glass-toothed snag. In a state so blessed with gravel, but where streets are made of slag.

May the Lord look down in pity on this fairest spot on earth, Where man did build a city of spid, staple worth, Where the alleys are of concrete for the ashman and the vag, But where the streets are ever finished with a bristling coat of slag.

Canadians and Americans serving One thousand new cars have been in the British army opened at London purchased by the International & the Canadian-American baseball sea Great Northern Railroad from the Mount Vernon Car Manufacturing Co.

Automobiles

—Either new or slightly used—will find buyers or sellers in the "Automobiles For Sale" columns of the Star-Bulletin. Early Copy Helps.

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Manufactured and Repaired for any make of car

Work and Prices Satisfactory

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PHONE 4584

COLE 8

70 horsepower—Eight Cylinders
Seven passenger Touring Car
Aisleway between front seats
127-inch wheel base

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Therefore the consistent, insistent and increasing demand for the famous Cole Eight must be directly credited to its unapproachable performance.

There now seems to be little chance of our ever catching up with immediate orders.

From a standing start to sixty miles an hour, in less time than you can say it; for swift without noise, rattle or vibration; for soft, smooth and perfectly balanced operation; for real economy; for the last word in comfort and smartness—get a Cole Eight.

It's the car of today—and the future. It's the automobile you want.

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When writing for catalogues, state type of engine desired and give details regarding service to be rendered.

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GOODYEAR TRUCK TIRES USED ON MEXICAN BORDER

The large motor truck trains running across the border into Mexico with supplies for Gen. Pershing have withstood the hardest test that a piece of machinery has ever been called upon to perform. These huge motor trucks were despatched by special train from the factories in Detroit and were accompanied by a complete crew of drivers and mechanics. Since their arrival they have solved the problem of getting supplies and provisions to the troops across the border. One can imagine the road conditions which were met by these trucks. Roads which were very seldom traveled were opened up in this heavy motor service without any preparation.

Harry Parker of the local Goodyear agency just received word from J. G. McAllister, formerly truck tire representative of the Pacific coast, who is looking after the tire equipment of these trucks in Mexico. Goodyear tires are standing up in this service wonderfully, from all reports, and on account of their past records and the confidence of manufacturers, they have been used on the majority of the machines.

The flat tread insures an equal distribution of weight over the tread from the time it is applied to the wheel. Under normal conditions it is guaranteed to give 7000 miles' service as a basis of minimum mileage.